

ADVANTAGES OF PROTECTION
COLONEL A. L. CONGER'S OBSERVATIONS.

CONDITION OF LABORERS ABROAD.
Colonel A. L. Conger, member of the Republican
Congress from Ohio, has just returned from

Two months' trip in Europe for his health. He has been chairman of the Ohio Republican Committee, Commander of the Ohio Department, G. A. R. and is one of the men who is counted among the future gubernatorial possibilities of his State, in which he is a partner in the National Cash Register Co., the National Gun & Barrel Manufacturing Company, which makes revolvers and range knives and knives and line factories in the State of Ohio. He is also a member of the Canadian. Colonel Cough made some observations in Europe to which he gave expression in an interview as follows:

"My observations abroad have intensified and greatly strengthened my views in favor of a strong protective tariff for this country as a broad principle of the policy of the Government. It is my belief that the Government should be run in order to derive the greatest good for the greatest number. I am satisfied from what I saw that we have no need of any goods from the outside world. I am satisfied that the great nations of the world, such as England, France, Germany, Italy, etc., can maintain the present powerful position on that we hold if we still maintain our tariff, and we could not but be benefited thereby. I am satisfied that the Government or a reduction of the revenue can best be met by making a tariff in certain directions that will be prohibitive to the export of certain goods. I am satisfied that the Government should not be forced to pay higher wages than France, Germany or Italy. As a consequence she no longer holds her ruling position in trade and manufacturing."

the manufacturers of Germany can compete with the manufacturers of England in the manufacture of iron and machinery, and the English people are feeling this difference keenly. It has resulted in a strong sentiment growing up among English manufacturers, who hold me that England must speedily adopt a protective tariff to protect her own manufactures.

"I think from what I saw and heard that it is safe to predict that England will adopt such a policy, because otherwise she will be obliged to reduce her tariff, and thereby render her own manufactures more competitive with the manufactures of Great Britain to the further impoverishment of her laborers, whose condition is already very low. The fact cannot be disputed that the wages of the laborers in England are much lower than those in the United States, and there must soon be some reduction put upon the level of countries with which we must seek to compete under free trade. Under our present system we are fast losing the advantage which we have in the world, and the improved quality of labor and the better class of goods which we are enabled through intelligent workmen to

"The one important factor that we require in order to take a commanding position is American lines of steamships to all parts of the world. Our Government has no surplus revenue at the present time that to devote a large portion of it to the building up of American steamship lines either by subsidies or by the extension of a direct aid to all capital that will attempt to carry out this project. We

But we require first of all a starter—that is, the encouragement and assistance of the people through the Government. We have the ore and the timber and the skilled workmen, and we have demonstrated our ability to build ships as fine as any that are built on the banks of the Clyde. The point made by Free Traders against the encouragement of American shipbuilding is that they can buy ships cheaper abroad. That takes

great advantage over the other nations of the world by the high wages that we pay our workmen. If we adopt a free trade policy as to ships we should lose that advantage, but if the Government comes to the rescue and gives the shipbuilding industry a start, the

done in other lines of manufacture that have been promoted and encouraged by protective tariff."

Colonel Conger was asked about the section steel tariff in which his company was much interested some three years ago and he replied: "Up to within four or five years we had large dealings with firms in Sheffield, England. They were able to lay down section steel in this country cheaper than it can be made here, but the tariff was put up and now we buy all our steel at Pittsburgh. Just before General Garfield was elected President he was in our place and sent through our works, where he saw the machinery and the product of the tariff question. He was in the White House some time after his inauguration and

He told me that he ascertained that the second largest tariff gave employment in his country to 1,000 men who formerly had been working in the United States. In Sheffield with whom we formerly dealt to be among the earnest advocates of a protective tariff for Great Britain on account of the German competition of which I have spoken. I made some inquiries as to the wages. As an example, the difference between what they pay their engineer and what we pay ours is a good illustration. Their engineer is required to do his own stoking and gets \$1 25 a day, which is very high wages. We pay our engineer about \$1,200 a year and

" You must also have observed the difference in living."
 " Throughout France and Italy I discovered that the laboring man lived principally on bread. They have few luxuries and few pleasures. A little stained

rise is their only beverage. That is what American workingmen would come to under the trade unionism that has literally no chance of advancement. Here they have good living and good wages, free schools and opportunities to rise in the world. Over there it is a mere struggle for life. Such advantages as ours would be foolish and suicidal for Americans to throw away. Instead of looking back to find precedents we should make precedents for the future. In other words, while according by the experience of the past, we should lead and not follow."

INTERPRETING THE COMMERCE LAW.

The trunk lines and their western connections in joint conference yesterday at Commissioner Plink's office continued the arranging of details in connection with the Interstate Commerce law as interpreted by the committees on freight classifications and on rates. One important result of the new classification is the placing of grain and provisions in classes which reduce the rate on April 1 five cents per 100 pounds to the basis of twenty-five cents on grain from Chicago to New York and thirty

seasoned freight rates at the West is general, and extensive rates to New York News has been the same. The railroad rates far below the existing tariff, and at an informal discussion of the subject with the Interstate Commerce Commission, it was found correct the situation with the April reduction pending before shippers. It was the general sentiment that the Interstate Commerce Commission should be of reforming the cutting and the Commissioners are pleased that the United States Interstate Commerce Commission is under consideration of an open and uniform tariff for a work which the so-called pool agreements have so far failed to accomplish. The Interstate Commerce Commission will make no rates to intermediate points higher than the rates established by agreement to point beyond the intermediate point. The Interstate Commerce Commission will be considered under present conditions to the territory covered by the truck commission and the Central Freight Association. The Interstate Commerce Commission will plan of adjusting the percentage of through rates to point beyond the Mississippi River on the basis of the existing rates. The rest of the rates were as follows:

decided. That where eastward turning, the bill of lading at a higher rate can be issued to any shorter intermediate point on the same line.

It was further requested that under present conditions, eastbound or westward through rates should not be published, nor through rates of loading and unloading be published. It was recommended that the question of junction points in Joint Committee territory or from which the roads of associations west thereof establish their rates be referred to the Joint Committee.

It was further recommended that from east or from regular scale points east thereof, rates in both directions should be published, and that the rates in both directions should be published at intermediate points, but not in excess of rates to percentage points beyond.

The following resolution adopted on the question of rate percentages to Missouri River points was as follows:

The Standing Committee of the Joint Committee having decided upon the rates that the majority of the League of Missouri River points be adopted, it is recommended that the same be adopted.

traffic billed therefrom or thereto, provided the highways leading to and from the said Mississippi river rivers to and from all points east thereof, through their junctions with the rail ways and from the said Mississippi river rivers to and from all points west thereof, through their junctions with the rail ways, be and remain under the joint commitment to and from the said junctions shall be made and prevail on all the traffic exchanged with such connections, and the said highways shall be operated by the general passenger agents who in conference on their report to be presented by Commissioner Rierison to the general managers to-day. The substantial features of the report were agreed upon and the report was approved. It is to be noted in the provisions which affect the privileges heretofore enjoyed by the public. Mr. Rierison declined to make known the details of the report until it had been laid before the managers.

Secretary Seibert, of the Brewers' Association, still denies that there has been any noticeable effect on the sales of the pool brewers from the boycott. He said yesterday: "It it were not for the newspapers I would not know of any boycott being in progress. No reports of any loss of customers have been made to me."

The following resolution was adopted unanimously by the executive committee:

Resolved, That this committee request the members of all local organizations to at once suspend their purchases in all stores owned by the following brewers and their partners:

They are also brewers of ale. Notably Messrs. Youngling, Dillantine, Beeston & Woor, Abbott and Lippincott.

all the local organizations. It was reported that Fitzgerald Brothers, of Albany, had purchased the College Point Brewery, with a capacity of 75,000 barrels, and were out of the pool.
